

The special edition Aston Martin V8 Vantage N400 commemorates Aston Martin's achievements at the legendary Nürburgring where, for the past two years, the company has enjoyed considerable success in the annual Nürburgring 24 Rennen 24-hour race with the V8 Vantage N24 production race car.

The race-bred Vantage N400 includes a number of technical upgrades as well as enhancements to the car's standard range of colour and trim specifications. These include a more potent version of Aston Martin's 4.3-litre V8 engine, raising peak power to 400 bhp and peak torque to 420 Nm.

The car is equipped with new sports suspension consisting of up-rated springs and dampers, and rear anti-roll bar for the Coupe. The V8 Vantage N400 also features lightweight forged alloy wheels with a graphite and diamond turned finish. This combination delivers greater agility and more responsive handling for the enthusiastic driver.

The V8 Vantage N400 also features a number of exterior design changes, including a distinctive new sill design as well as rear lamp trims and mesh grilles finished in Magnum silver.

Interior enhancements include a unique micro-spin alloy facia while the black leather trim incorporates new perforated seat inserts. Selected coarse stitching colours complement the three new exterior paint colours of Bergwerk Black, Lightning Silver and Karussell Orange. Additionally, each V8 Vantage N400 features a unique numbered Limited Edition sill plaque.

Available in either Coupe or Roadster body styles and with either a six-speed manual or Sportshift* automated manual transmission. V8 Vantage N400 includes a full complement of standard equipment including a satellite navigation system, Aston Martin 700 W Premium Audio System, Bluetooth telephone preparation, and HID headlamps.

Power Beauty Soul



TECHNICAL SPECIFICATION

Body

- Two-seat, two-door coupe or convertible
- Bonded aluminium structure
- Aluminium alloy, steel, composite, and magnesium alloy body
- Extruded aluminium side-impact bars
- High Intensity Discharge (HID) headlamps (dipped beam) with powerwash
- Bright finish grille
- LED rear lamps with clear lenses
- Powerfold exterior mirrors
- Magnum silver side strake, bonnet and lower front bumper meshes
- Magnum silver rear diffuser blade and rear lamp inserts

Engine

- All-alloy quad overhead camshaft 32-valve, 4.3-litre V8
- Valved airbox system
- Variable inlet camshaft timing
- Dry sump lubrication system
- Fully catalysed stainless-steel exhaust system with active bypass valves
- Front mid-mounted engine, rear-wheel drive

Maximum power 298 kW (400 bhp/405 PS) at 7300 rpm

Maximum torque 420 Nm (309 lb ft) at 5000 rpm

Acceleration 0-60 mph in 4.85 seconds

Maximum speed 285 km/h (177 mph)
0-100 km/h (62 mph) in 4.95 seconds

Transmission

- Rear mid-mounted, six-speed manual gearbox with optional Sportshift* automated manual
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential
- Final drive ratio 3.909:1

Dimensions

- **Length** 4380 mm (172.5")
- **Width** 1865 mm (73.5") excluding door mirrors
2025 mm (80") including door mirrors
- **Height** 1255 mm (49.5")
- **Wheelbase** 2600 mm (102.5")
- **Fuel tank capacity** 80 litres (17.6 Imp gal, 21.2 US gal)
- **Weight** 1630 kg (3595 lb)

Steering

- Rack and pinion power-assisted steering
- Column reach and tilt adjust

Wheels

Front 8.5J x 19"

Rear 9.5J x 19"

Bridgestone Potenza Tyres

Front 235/40 ZR19

Rear 275/35 ZR19

Suspension

Front Independent double aluminium wishbones incorporating anti-dive geometry, coil over aluminium monotube dampers and anti-roll bar

Rear Independent double aluminium wishbones incorporating longitudinal control arms, coil over aluminium monotube dampers and anti-roll bar

Brakes

Front Ventilated and grooved steel discs
355 mm diameter

Rear Ventilated and grooved steel discs
330 mm diameter

- Radial-mounted four-piston monobloc calipers
- Dynamic Stability Control (DSC), Traction Control, Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Emergency Brake Assist (EBA), Positive Torque Control (PTC)





TECHNICAL SPECIFICATION



Interior

- Obsidian black full-grain leather interior, with perforated leather seat inserts
- Coarse stitching (available in black, red, tan or silver)
- Numbered N400 Limited Edition sill plaque
- Armrest embroidered with Nürburgring circuit diagram
- Alcantara headlining (available in black or tailor's grey)
- Micro-spin alloy fascia
- Graphite interior fittings
- 10-way electrically adjustable seats
- Memory seats (three positions)
- Heated seats
- Automatic temperature control
- Heated rear screen
- Reversing sensors
- Battery Disconnect Switch (BDS)
- Trip computer
- Dual-stage driver and passenger airbags
- Side airbags
- Alarm and immobiliser
- Tyre-pressure monitoring
- Cruise control
- Bluetooth telephone preparation
- Colour satellite navigation system with Traffic Messaging Channel (TMC) (not available in all markets)
- Tracking device (UK only)

In Car Entertainment

- Aston Martin 700 W Premium Audio System with Dolby® Pro Logic II®
- Six-CD autochanger
- Apple iPod® and USB MP3 input

Options

- Alternative brake caliper finish (black, red, silver)
- Battery conditioner
- Tracking device (standard in the UK, not available in all markets)
- Alarm upgrade (volumetric and tilt sensors)
- Smoker's pack
- Auto-dimming interior rear-view mirror
- Auto-dimming interior rear-view mirror with garage door opener (standard in the USA, not available in all markets)

Fuel consumption Litres/100 km (mpg) manual

- **Urban** 22.5 (12.6)
- **Extra urban** 10.6 (26.6)
- **Combined** 15.0 (18.8)

Sportshift*

- **Urban** 23.2 (12.2)
- **Extra urban** 10.4 (27.2)
- **Combined** 15.1 (18.7)

CO₂ emissions

manual 358 g/km
Sportshift* 360 g/km

Gas mileage (North America only) mpg manual

- **City** 14
- **Highway** 20

Sportshift*

- **City** 15
- **Highway** 21

*Sportshift trademark used under licence from Prodrive (Holdings) Ltd



NÜRBURGRING 24 HOUR RACE

Set in the Eifel mountains, the epic Nürburgring Nordschleife is not only steeped in motorsport history but also regarded as the world's toughest test track. With 73 corners, a 300-metre change in elevation, steep gradients and notoriously fickle weather, it allows Aston Martin engineers to push their high-performance cars to the limits of both dynamics and durability.

Aston Martin develops and tests all of its road cars extensively on the 14-mile Nordschleife. Well before reaching the showrooms, prototype V8 Vantages have completed many hundreds of laps.

Few road cars can claim to have spent more time pounding around this brutal circuit – that's why so many of the engineers still refer to the Nürburgring as the V8 Vantage's 'spiritual home'.

And today the Nordschleife continues to play a major role in the car's ongoing development programme.

Maximising the V8 Vantage's pedigree, Aston Martin entered a near-production version of the car into the 2006 Nürburgring 24 Rennen, an annual 24-hour race set on the gruelling Nordschleife.

Despite the rigours of a race that saw 79 of the original 220 starters either crash or retire through mechanical failures, the V8 Vantage N24 never missed a beat and finished a remarkable fourth in class. It was an achievement that immediately passed into Aston Martin folklore and heralded an exciting new chapter in the company's illustrious road-based racing history. The team enjoyed further success in 2007, this time fielding a two-car entry featuring a new N24 model equipped with Sportshift* transmission.





